

135th Street and follows 135th Street to IL Route 53 where it proceeds north to two existing interchanges at I-55. The eastern leg branches from the central leg at IL Route 171 and follows IL Route 171 to IL Route 83. There, the alignment would follow IL Route 83 north to an existing interchange at I-55.

The Enhanced Arterial Alternative would provide a four-lane, two-way principal arterial along Gougar Road/State Street within the central leg from I-80 to 135<sup>th</sup> Street. North of 135<sup>th</sup> Street, State Street is constricted by cemeteries, schools and development within the Village of Lemont and would remain as is, a two-lane, two-way facility to the Des Plaines River. At the Des Plaines River, State Street/Lemont Road would again remain as is, a four-lane, two-way facility to I-55. Along the western leg, 135<sup>th</sup> Street, from State Street to New Avenue, would be upgraded to a four-lane, two-way facility. From New Avenue to IL Route 53, 135<sup>th</sup> Street would remain a four-lane, two-way facility. At the IL Route 53/135<sup>th</sup> Street intersection, the alignment would shift north and follow IL Route 53, which would be expanded to a six-lane, two-way facility to Joliet Road. At Joliet Road, the alignment splits and follows both IL Route 53 and Joliet Road to I-55. IL Route 53 would be expanded to a six-lane, two-way roadway between Joliet Road and I-55. Joliet Road, between IL Route 53 and I-55 would remain a four-lane, two-way facility. Both Joliet Road and IL Route 53 would access I-55 at existing interchanges.

Along the eastern leg, IL Route 171 would be upgraded to a four-lane, two-way facility from State Street to IL Route 83. IL Route 83, from IL Route 171 to I-55, would remain a four-lane, two-way facility.

The four-lane, two-way principal arterial segments would require a minimum 30.5 meter (100 foot) right-of-way, while the six-lane, two-way principal arterial segments would require a minimum 36.6 meter (120 foot) right-of-way. The right-of-way width for the existing two and four-lane arterials are approximately 20.1 meters and 24.4 meters (66 feet and 80 feet), respectively. Access would be retained on all existing local street crossings and driveways. Intersections would be improved. Major intersections would be signalized, and minor road intersections would be sign controlled to stop cross traffic.

The Enhanced Arterial replaces the Further Improvements to the Existing Highway Network Alternative evaluated in the 1996 FEIS. That Alternative considered improvements to various local roadways. The Further Improvements to the Existing Highway Network Alternative is described in [1996 FEIS, Chapter 3, Section 3.2.4.1](#).

### **3.3 2020 Projected Traffic Demand**

Existing traffic volumes (year 1995) for the Project Corridor are presented in Exhibit 2-6 in Chapter 2, Section 2.2.5 of this SFEIS. As described in Chapter 2, the existing traffic volumes were compiled from county and state traffic data maps. 1995 data was used to provide a consistent base year for the entire Project Corridor. The Northeastern Illinois region experienced substantial growth in traffic over the past two decades. This growth is expected to continue through the year 2020. The 1996 FEIS included traffic projections to the year 2010. This traffic data was updated to year 2020 for the existing airport's land use scenario for this SFEIS. The Chicago Area Transportation Study (CATS) developed year 2020 traffic projections based on the No-Action and Build population and employment forecasts. The projected year 2020 Average Daily Traffic (ADT) for the

Project Corridor was prepared for the No-Action and Build Alternatives. The year 2020 No-Action Alternative ADTs were developed using a roadway network that included the transit, TSM and roadway improvements recommended in the 2020 RTP, (minus the proposed Transportation System Improvement), plus the baseline roadway improvements. Exhibit 3-4 presents year 2020 No-Action ADTs. Exhibits 3-5, 3-6 and 3-7 present year 2020 ADTs for the Tollroad/Freeway, Lemont Bypass and the Enhanced Arterial Build Alternatives. The year 2020 Build Alternative ADTs were developed using a roadway network that included the transit and TSM and roadway improvements recommended in the 2020 RTP plus the baseline roadway improvements comprising the No-Action Alternative, and the specific improvements of the Alternative.

### **3.4 Performance Analysis**

The analysis ranked the performance of the No-Action and Build Alternatives in meeting the following four principal needs for the proposed Transportation System Improvement discussed in Chapter 1, Purpose and Need.

1. Improve Access Between Residential Centers and Job Centers
2. Achieve Land Use and Transportation Planning Goals
3. Improve Regional Mobility
4. Address Local System Deficiencies

Performance measures included travel time, safety and other quantifiable measures. Overall, the performance analysis ranked the Tollroad/Freeway as the Alternative that best satisfies the four principal project needs. The following presents the analysis of each Alternative by need.

#### **3.4.1 Improve Access Between Residential Areas and Regional Job Centers**

Improve Access Between Residential Areas and Regional Job Centers addresses the need to improve access between the Project Corridor and suburban regional job centers located in DuPage and northwest Cook Counties. The Project Corridor is an area deficient in jobs. Primary job centers for Project Corridor labor are located within the suburbs of northwest Cook and DuPage Counties, and the Chicago central area. Suburban job growth, particularly around O'Hare Airport, has outpaced that of the Chicago central area. As a result, O'Hare Airport and its nearby suburbs have surpassed the Chicago central area as the region's primary job center.

Job growth within O'Hare Airport and its nearby suburbs has expanded outward along I-90, I-290 and I-294 into DuPage County where it has matured in central DuPage and has spread into Southern DuPage County. This center and expanding suburban job centers along I-88 and IL Route 38 are important sources of employment for workers of the Project Corridor.

A transportation system that promotes economic growth and serves all residents in their daily activities, including commuting, is identified as an objective in the 2020 RTP. The 2020 RTP goes further to say that "Cook County's northern suburbs, DuPage County, and Lake County all experienced a significant increase in the number of trips related to employment, while the City of Chicago experienced a modest decline".